

AUTOMOBILE LICENSES

District automobile licenses have been issued since The Star's last report, as follows:

31750—Louis W. Burch, 1520 Good Hope road southeast, Vim truck.
31751—Charles W. Ernst, 22 Q street northeast, Overland.
31752—Thomas E. Smith, 2126 Pennsylvania avenue northwest, Kline-Kar.
31753—Albert Schnell, 1214 H street northwest, Ford.
31754—William C. Peake, 202 Q street northeast, Overland.
31755—Margaret B. Schnurr, 1017 10th street northeast, Ford.
31756—R. V. Hammond, 2033 Florida avenue northwest, Buick.
31757—J. Robert Howell, 931 1/2 B street northeast, Vim truck.
31758—D. M. Faunce, 11th street wharf, Vim truck.
31759—Grafton A. Brown, 110 Virginia avenue southwest, Maxwell.
31760—Lieut. H. M. Grenmyer, Fort Myer, Overland.
31761—R. H. Smith, 340 6th street southeast, Ford.
31762—B. Snyder, 786 Howard street northwest, Ford.
31763—Harry Hirsch, 1028 7th street northwest, Ford.
31764—James Moore, 1924 11th street northwest, Mercer.
31765—J. Hargreaves, 1118 Girard street northwest, Mitchell.
31766—H. V. Bouie, 1422 H street northwest, Mitchell.
31767—E. Lee Jones, 1622 Rhode Island avenue northwest, National.
31768—Charles B. Bell, 3025 H street northwest, Ford.
31769—Semmes Motor Company, 1136 Connecticut avenue northeast, demonstration.
31770—Semmes Motor Company, 1136 Connecticut avenue northeast, demonstration.
31771—Semmes Motor Company, 1136 Connecticut avenue northeast, demonstration.
31772—William E. Fayman, 1928 Naylor road southeast, Overland.
31773—J. Herbert Dick, 619 8th street northeast, Oldsmobile.
31774—George D. Kirkpatrick, 2329 Massachusetts avenue northeast, Cadillac.
31775—H. A. Warren, 907 H street northeast, Warren.
31776—Ralph Hamilton, 924 5th street northwest, Maxwell.
31777—Louis Brehm, 3901 Northampton street, Overland.
31778—Ernest W. Roberts, 1918 N street northwest, Overland.
31779—Theodore Pitt, 521 Q street northwest, Mitchell.
31780—W. A. Simpson, 530 7th street southeast, Wilcox-Trux.
31781—Milton Kronheim, 3218 M street northwest, Ford.
31782—George F. King, 4016 14th street northwest, Ford.
31783—E. W. Heider, Hibbs building, East Brooks.
31784—Oliver Thompson, 30 New York avenue northeast, Chevrolet.
31785—Bessie L. Leiler, 325 E street northeast, Chevrolet.
31786—Hydraulic Press Brick Company, Colorado building, Oldsmobile.
31787—Capt. William Hase, 1279 21st street northwest, Kissel-Kar.
31788—Frank Nagel, 2904 4th street northeast, Ford.
31789—Mrs. Seth Shepard, 1447 Massachusetts avenue northwest, Detroit Electric.
31790—H. A. Griffith, 1826 16th street northwest, Chevrolet.
31791—H. C. McKee, Jr., 307 3d street southeast, Koehler Truck.
31792—E. W. Porey, Bellevue Magazine, Overland.
31793—John Ready, 3407 N street northwest, Buick.
31794—Julian A. Hillman, 11th street and Pennsylvania avenue northwest, Stutz.
31795—Louis Clements, 1241 Wisconsin avenue northwest, Ford.
31796—Eckington Laundry, 23 Pierce street northwest, Ford.
31797—Emil Lauer, 65 Quincy street northwest, Maxwell.
31798—G. W. Duvall, 1722 Willard street northwest, Maxwell.
31799—Clifford A. Borden, 604 5th street northwest, Ford.
31800—Bureau of Standards, Washington, D. C., White Truck.
31801—Charles J. Walker, 217 Corcoran building.
31802—H. Baras, 524 E street northwest, Cadillac.
31803—Guths L. Gericks, 1613 L street northwest, Ford.
31804—W. H. Sholes, 1791 Lanier place northeast, Pierce-Arrow.
31805—E. H. Baur, rear 1310 1st street northwest, demonstrating.
31806—Roland S. Robbins, 1619 R street northwest, Dodge.
31807—G. E. Wood, 1515 29th street northwest, Studebaker.
31808—B. L. Hardin, 1311 Connecticut avenue northwest, Franklin.
31809—H. W. Howard, 918 Massachusetts avenue northwest, Ford.
31810—N. E. Irwin, 1609 Riggs place northwest, Studebaker.
31811—Fred K. Jawish, 824 13th street northwest, Ford.
31812—J. A. Norris, 600 6th street southwest, Cadillac.
31813—Thomas L. Smith, 1116 H street northeast, Ford.
31814—J. O. Ockershausen, 1238 10th street, Oldsmobile.
31815—Paul A. White, 37 V street northeast, Little.
31816—M. L. Price, 475 L street northwest, Pope-Hartford.
31817—L. A. Halstork, 409 D street southeast, Columbia.
31818—A. M. Haines, 1361 Newton street northwest, Dodge.
31819—W. H. Leimbach, 6th and G streets southwest, Vim truck.
31820—P. E. Kinsey, 2419 1st street northwest, Maxwell.
31821—N. L. Burchell, 1325 F street northwest, Studebaker.
31822—Lieut. S. N. Rayner, Army and Navy Club, Auburn.
31823—W. R. Eley, the Mendota, Overland.
31824—Fred Merkle, 907 I street northwest, Moon.
31825—Robert S. Woodward, the Dresden Hudson.
31826—J. Lansburgh, 612 9th street northwest, Cadillac.
31827—Lottier S. P. Co., Center market, Ford.
31828—J. M. Coleman, 621 Florida avenue northwest, Overland.
31829—Ira L. Tucker, 1511 28th street northwest, Ford.
31830—J. H. Cranford, 1607 22d street northwest, Oldsmobile.



The Chauffeur—'Slow 'er down to twelve miles an hour, Jimmy; we're 'proachin' a public school.'—From the New York World.

WHY ONE SHOULD NOT CROSS BETWEEN BLOCKS

It increases danger.
It reduces police protection.
It tends to prevent recovery of damages in case of injury.

ARTHUR WOODS,
Police Commissioner,
New York City.

"The police department of New York city is doing all in its power in the education of the public in the centralization of power over chauffeurs and in improving the city's streets."
This was the reply of Police Commissioner Woods of New York city a few days ago when asked what he was going to do to stop the killing of pedestrians by automobiles and other vehicles. According to the records of the National Highway Protective Society, 450 persons were killed in this manner this year.

The commissioner declared that both pedestrians and drivers were to blame for fatalities. With the help of his traffic experts he prepared for the instruction of both classes a set of "don'ts" which he said would largely eliminate the slaughter if they were observed. Some of them were printed in The Star recently. The full list of "don'ts" follows:

For Pedestrians.

"Don't let your familiarity with traffic breed contempt for its dangers. Very few out-of-town visitors are killed or injured on our streets; they are cautious.

"Don't forget that if you are carrying a large bundle or an open umbrella part of your view may be cut off. Keep your eyes and ears open.

"Don't vacillate on the approach of a

vehicle. The driver will be better able to avoid striking you if you act normally.
"Don't forget that carelessness, thoughtlessness, undue haste and recklessness are the causes of most accidents.
"Don't forget that the proper place to cross the street is at the cross walk, during the time that traffic is moving in the direction in which you are going.
"Don't day-dream when crossing the street; you are likely to wake up in the hospital.
"Don't jump on or off a moving car.
"Don't try to anticipate what a driver is going to do, whether he is going to stop or start. Give him sufficient space to pass you."

For Chauffeurs.

"Don't imagine that you are a careful driver because you shout or toot your horn at a pedestrian crossing in front of you.
"Don't lose sight of the fact that the pedestrian is also permitted to use the roadway.
"Don't forget that children must play and that the streets are sometimes the only place where they can play. It is expected that you will be on the lookout for them and be prepared to stop instantly if one runs in front of you.
"Don't forget that the operator of a motor vehicle has the same responsibility as the engineer of a train, so far as attention to driving is concerned.
"Don't fail to anticipate that persons will cross at the crossings and that you must slow down and have your vehicle well under control at these places.
"Don't imagine that traffic regulations were made for everybody but yourself.
"Don't race home after your day's work. This practice caused most of the wagon accidents last year.
"Don't fill to examine your brakes occasionally to see that they are in good working order.
"Don't forget that you cannot stop as quickly on a down grade or on a slippery pavement as under ideal conditions.
"Don't, if you are in a hurry, try to make up time across the street crossings; go slow there and make up time between blocks.
"Don't leave a motor vehicle unguarded so that a child can throw in first speed."

STANDARD TRAFFIC LAWS APPEAL TO MOTORISTS

Suggestion Advanced by J. J. Cole Meets Enthusiastic Response.

Much interest has been shown among American motorists in the recent suggestion by J. J. Cole, president of the Cole Motor Car Company, which has to do with the proposed standardization of metropolitan traffic laws.

People in all parts of the country—motorists who in their tours during the past summer have come to recognize the necessity of some such universal regulation of traffic—have written Mr. Cole assuring him of their support and co-operation. The Safety First Federation of America discussed the question at length at the recent convention in Detroit, and voiced approval of the idea. Newspapers and magazines have commented on the movement, both editorially and through the actual news columns, and public officials have guaranteed their assistance whenever the time comes to take some definite action in the various states.

So enthusiastic have some communities become that they have invited Mr. Cole to speak to the citizens and explain the proposed standardization of traffic laws. Governors from Texas, Arkansas, Missouri, Illinois, Indiana and Michigan will be in attendance, and it is hoped that eventually the concerted effort can be started to put the idea into a more precise form, so that it is going to do, whether he is going to stop or start. Give him sufficient space to pass you."

At present Mr. Cole is endeavoring to

The TRAFFIC SQUAD SAYS

Remember that pedestrians have the right to cross streets and highways, and drivers of vehicles should exercise all possible care not to injure them. At the same time pedestrians should assist in making the highways safe by crossing streets only at street crossings, and not otherwise.

Pedestrians should never step from the sidewalk in crossing a street without first looking in both directions to see what is approaching. This will facilitate the movement of traffic in the busy centers.

Remember: Safety First—Last—All the Time.

New Chevrolet Owners.
Among those who received their Chevrolet cars during the past week were Col. L. W. Little, J. W. Beale and Mrs. Helen Gregory.

Purchases Allen Car.
A. P. Ruth, chief clerk of the bureau of engraving and printing, is the latest purchaser of a 1915 Allen touring car.

Two Dart Truck Deliveries.
The District Jitney Bus Company has purchased two Dart trucks and equipped them with special passenger bodies.

Woolen stockings are to be restored to popular favor this season. This is due to the very short skirts and the need of extra warmth for outing trips. They are not the sort "mother used to knit," however, but are smooth and finely knitted as to feet and ribbed the length of the leg, while the colors blend with the tweeds and other outing materials.

Stearns-Knight Deliveries.
Delivery has been made of five-passenger touring cars of the Stearns-Knight type to Edgar J. Orme and Francis Smoot of this city.

1916 Mitchell Deliveries.
Among the recent sales reported of 1916 Mitchell cars within the past few days are the following: R. D. Dear and the Wilson Motor Company, roadsters; W. W. Bridge, C. B. Hughes and J. N. Flautt, touring cars.

Purchase Dort Cars.
Thomas de Beck, W. R. Jones, the Tucc Sales Company, John Black and B. F. Elliott are the latest purchasers of 1916 Dort cars.

3 Cars Traded In 2 Demonstrating Cars

We are going to dispose of these 5 cars at once at a great reduction, so as to have a clear showroom for cars coming from the New York Show.

2 Touring 1 Speedster 2 Roadsters

Why not an Auto for Xmas?

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Lansburgh & Bro., 420-430 7th St. N.W., Washington, D. C.
Union Garage, Union Bldg., Washington, D. C.
If Your Dealer Does Not Handle Our Line Apply Directly to Us for Color Plate Catalog and Price List.

DODGE BROTHERS MOTOR CAR

There is abundant evidence that this is an exceptionally economical car.

Owners say that the gasoline consumption is unusually low.

When they speak of tires they almost invariably report mileage records which are remarkably high.

And there is a sound logical reason why the car should cost little to keep.

It is light—the actual scale weight is only 2235 pounds.

This light weight is partly due to the use of well-designed steel forgings; and pressed steel parts; and the absence of heavy castings.

The all-steel body is electrically welded into a unit. This gives it that stability and rigidity which must otherwise be sought in the use of heavy parts or bracings of steel or wood.

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FIRST IN SAFETY.—So natural and simple is the Baker R & L product to handle that it is the safest automobile to drive. Hence it is demanded by the thoughtful.

FIRST IN COMFORT.—Scientific spring construction and mechanical flexibility—these, with genuine coach work and coach upholstery insure Comfort de Luxe.

The Baker R & L gets first call in the family where other automobiles are owned. It is first choice if but one car is purchased. Best adapted and most needed automobile for all hours, all days, all seasons and all occasions.

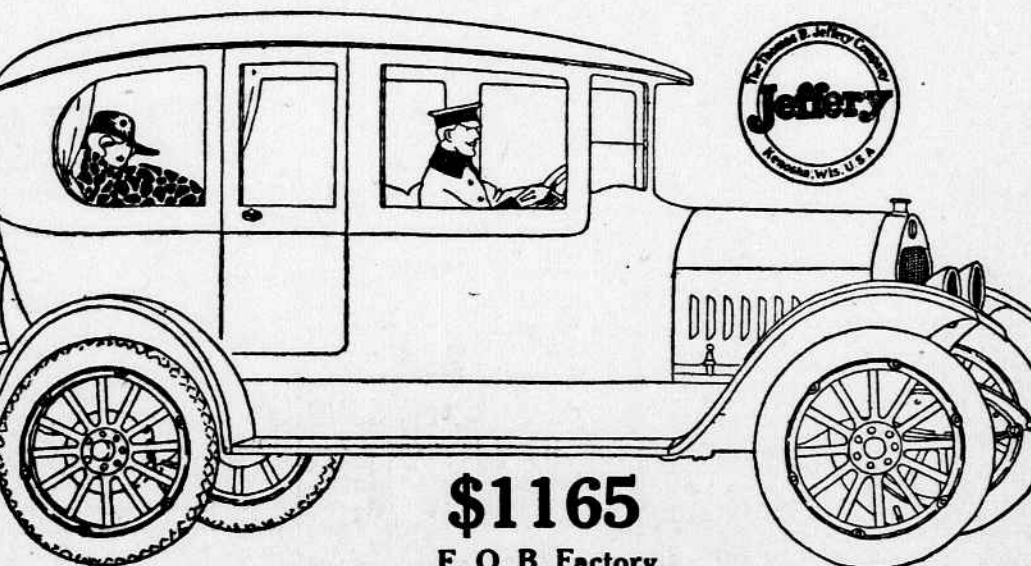
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